

## Traffic Impact Studies

### Traffic Engineer's Statement

The attached traffic report and supporting information were prepared under my responsible charge and they comport with the standard of care. So far as is consistent with the standard of care, said report was prepared in general conformance with the criteria established by the County for traffic reports.



Eric Byrd, PE #0057965

10/21/2021

Date

### Developer's Statement

I, the Developer, have read and will comply with all commitments made on my behalf within this report.

Alex Phelps, Sr. Project Manager  
Panda Express, Inc.  
1683 Walnut Grove Ave.  
Rosemead, CA 91770]

Date





CIVIL ENGINEERING / SURVEYING / UTILITIES

October 21, 2021

El Paso County Colorado  
Planning and Community Development Department  
2880 International Circle, Suite 110  
Colorado Springs, CO 80910

**Re: Traffic Memo for Falcon Marketplace Lot 8: Panda Express, Falcon CO**

Falcon Marketplace had a Traffic Impact Analysis (TIA) conducted in September of 2018. BHC has been asked to review the traffic impact of a newly proposed Panda Express fast casual restaurant for Falcon Marketplace Lot 8 for compliance with the original TIA.

Falcon Marketplace is situated in the northwest corner of the Woodmen Road and Meridian Road intersection in El Paso County, Colorado. Specifically, a Panda Express is proposed on Lot 8, which is the second lot west of Meridian Road along the north side of Woodmen Road.

**ORIGINAL PROPOSED CONDITION**

Falcon Marketplace Lot 8 was originally proposed as a 2,500 square-foot (SF) fast-food restaurant with drive-through window.

**NEWLY PROPOSED CONDITION**

Falcon Marketplace Lot 8 is now proposed as a 2,381 SF fast-food restaurant with drive-through window. The proposed site plan can be seen in Figure 1. There are no proposed changes to previously approved access points or public road improvements.

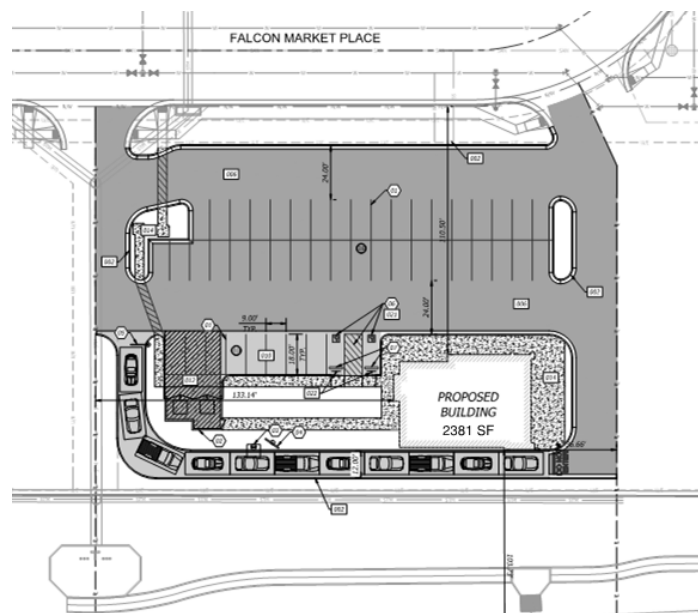


Figure 1: Proposed Site Layout for Lot 8

## ITE TRIP GENERATION

The original proposed Lot 8 land use in the overall *Falcon Marketplace Traffic Impact Analysis* prepared by LSC in September 2018, was a 2,500 SF restaurant building. That TIA utilized the 9<sup>th</sup> edition of the ITE Trip Generation Manual. The excerpt showing the trip generation from the *Falcon Marketplace TIA* is shown in Exhibit 5.

For the newly proposed Lot 8, a trip generation analysis was performed for a 2,381sf building using the ITE TripGen web-based app. The 10<sup>th</sup> edition of the ITE Trip Generation Manual was used with a consistent land use code of 934 – Fast-Food Restaurant with Drive-Through Window.

For both the original and newly proposed trip generations, the AM peak-hour trip generation rates have been removed as the restaurants proposed for both conditions do not serve breakfast (the LSC Study indicated 2 total AM trips). The number of trips generated may be seen in Table 1 for the AM peak hour, PM peak hour and weekday total.

Table 1: Trip Generations for Lot 8							
Phase	Land Use	ITE Code	Area (SF)	Avg. Rate	Trips Generated		
					Total	Enter	Exit
<b>AM Peak Hour</b>							
Original Proposed	Restaurant	934	2,500	N/A	2	1	1
Newly Proposed	Restaurant	934	2,381	N/A	0	0	0
	Change (Original – Newly Proposed)				-2	-1	-1
<b>PM Peak Hour</b>							
Original Proposed	Restaurant	934	2,500	32.65	81	42	39
Newly Proposed	Restaurant	934	2,381	32.67	78	40	38
	Change (Original – Newly Proposed)				-3	-2	-1
<b>Weekday Total</b>							
Original Proposed	Restaurant	934	2,500	496.12	1,240	620	620
Newly Proposed	Restaurant	934	2,381	470.95	1,121	560	561
	Change (Original – Newly Proposed)				-119	-60	-59

As expected, the slightly smaller newly proposed restaurant square footage results in a decrease in PM peak and weekday trips. The newly proposed land use complies with the September 2018 Falcon Marketplace TIA.

## OFFSITE ROADWAY IMPROVEMENTS

The attached Exhibit 1 shows the *Falcon Marketplace TIA* Table 7b, which describes roadway improvements for the first phase of the Falcon Marketplace development. Also attached as Exhibits 2-4 are tables that show each lot's contribution that is to be applied at the building permit phase for each lot development. Notations have been added to the exhibits that show the original *Falcon Marketplace TIA* tables. See Exhibit 3 for updated fair share contributions for Lot 8 for each roadway improvement.

## CONCLUSION

The newly proposed 2,381 SF fast-food restaurant on Lot 8 of Falcon Marketplace is in compliant with the findings and recommendations in *Falcon Marketplace Traffic Impact Analysis* prepared by LSC in September 2018.

The reduced building square footage and updated ITE Trip Generation Manual result in a modest decrease in PM peak and total weekday trips. No new adverse impacts to the adjacent street network would be anticipated and all original traffic study results and conclusions remain valid.

If there are any questions regarding this traffic memo, please contact me at your convenience at 913-663-1900 or [eric.byrd@ibhc.com](mailto:eric.byrd@ibhc.com)

Sincerely,



Eric Byrd, PE  
Senior Project Engineer



913.663.1900



[ibhc.com](http://ibhc.com)



7101 College Blvd., Ste. 400  
Overland Park, KS 66210

# Exhibit 1

Table 7b - Updated Falcon Marketplace Roadway Improvements With Proposed Right-In Access to Woodmen Road					
Item #	Improvement	Timing	MORE DETAILED TIMING		Responsibility
			ADT that will warrant/TRIGGER the Improvement		
Countywide Road Impact Fee Program Fees and Taxes					
1	Woodmen Road Metropolitan District fees and taxes to be paid in lieu of Countywide Road Impact Fee Program fees and taxes. Woodmen Road has already been completed, but this project is joining the district.	District fees payable at platting	WITH PLAT & EACH BUILDING PERMIT	BASED ON WOODMEN ROAD DISTRICT REQUIREMENTS	Falcon Marketplace
Meridian/Eastonville and Meridian Right-In/Right-Out Intersections					
2	Signalization of Meridian Road/Eastonville Road intersection.	Design and installation with the development of Falcon Marketplace once allowed by El Paso County.	PHASE 1	TRIGGER FOR INSTALL IS ONCE WARRANTS ARE MET - HOWEVER, IF NOT ALLOWED TO INSTALL W/PHASE 1, EPC WILL REQUIRE ESCROW FOR FULL AMOUNT W PHASE 1	Falcon Marketplace
3	Reconstruction of the Meridian center median south of Eastonville Road to achieve major street left-turn sight distance for the option of northbound/southbound protected/permissive left-turn signal phasing with interim single left-turn lanes northbound and southbound and to accommodate future northbound dual left-turn lanes if needed in the future. This lane should be 425 feet long plus a 200-foot taper. The taper would be back-to-back with the southbound dual left-turn taper.	Design and installation with the development of Falcon Marketplace.	PHASE 1	PLANNED TO BE COMPLETED WITH PHASE 1	Falcon Marketplace
4	Southbound right-turn deceleration lane on Meridian Road approaching Eastonville Road. This lane should be 235 feet long plus a 200-foot taper.	Design and installation with the development of Falcon Marketplace.	PHASE 1	PLANNED TO BE COMPLETED WITH PHASE 1	Falcon Marketplace
5	Design and construction of continuous southbound right-turn lanes and shoulder/bike lane on Meridian Road from Eastonville Road south to the proposed right-in/right-out and from the right-in/right-out south to Woodmen Road. (Note: Also please refer to related item #16 below.)	Design and installation with the development of Falcon Marketplace.	PHASE 1	PLANNED TO BE COMPLETED WITH PHASE 1	Falcon Marketplace
6	Widening of Eastonville Road east of Meridian Road to add a westbound through lane and add width as feasible between the westbound left-turn lane and the westbound through lane due to the proposed dual left-turn lanes on the west side of the intersection. This added width would allow for through lane alignment (with an acceptable offset across the intersection).	Design and installation with the development of Falcon Marketplace. Extent of this off-site improvement may be limited by available right-of-way and/or other existing constraints.	PHASE 1	PLANNED TO BE COMPLETED WITH PHASE 1	Falcon Marketplace
7	Design and construction of the proposed extension of Eastonville Road between Meridian and the proposed roundabout.	Design and installation with the development of Falcon Marketplace.	PHASE 1	PLANNED TO BE COMPLETED WITH PHASE 1	Falcon Marketplace
On-Site Improvements					
8	Design and construction of the public street connection through the site (Falcon Market Place).	Design and installation with the development of Falcon Marketplace.	PHASE 1	PLANNED TO BE COMPLETED WITH PHASE 1	Falcon Marketplace
9	Design and construction of the proposed roundabout on-site west of the Meridian/Eastonville intersection. This would include a "stub" to the north for the anticipated future street connection north to Bent Grass Meadows Drive.	Design and installation with the development of Falcon Marketplace.	PHASE 1	PLANNED TO BE COMPLETED WITH PHASE 1	Falcon Marketplace
10	Design and construction of the proposed roundabout on-site at the east terminus of the Woodmen Frontage Road.	Design and installation with the development of Falcon Marketplace.	PHASE 1	PLANNED TO BE COMPLETED WITH PHASE 1	Falcon Marketplace
Woodmen/Meridian Intersection					
11	Extend existing westbound right-turn acceleration lane on Woodmen Road at Meridian Road to provide a continuous right-turn lane between Meridian Road and the proposed right-in-only access.	Design and installation with the development of Falcon Marketplace.	PHASE 1	PLANNED TO BE COMPLETED WITH PHASE 1	Falcon Marketplace
12	Lengthening of Woodmen eastbound dual left-turn lanes. Lengthening of eastbound left-turn lanes and potential further future lengthening to provide a 240-foot lane transition taper, 290 feet of deceleration distance plus sufficient vehicle stacking distance. CURRENT lane length: 500 feet of dual left-turn lane and 425-foot taper. Of this taper, 215 feet is full-width "decel" distance. Remaining 20 feet of the required 235-foot decel distance occurs in the first 20 feet of the 500-foot dual left-turn lanes. The remainder of the dual left-turn lanes is stacking distance - 480 feet. SHORT TERM: Based on the short-term analysis, the existing lane provides sufficient stacking distance. LONG TERM: This lane will likely need to be extended to provide a total of 840 feet of dual left storage distance plus 235 feet of deceleration length plus a 200-foot taper.	Future extension of existing dual left-turn lanes once traffic queues regularly extend beyond the 480-foot stacking distance.	PAYMENT WITH DEVELOPMENT PLAN FOR EACH INDIVIDUAL LOT; WITH REGARDS TO THE TIMING OF THE IMPROVEMENT: "once traffic queues regularly extend beyond the 480-foot stacking distance." This is estimated to be approximately 65 PM peak hour eastbound left turns above the estimated short term total volume from Figure 16a of the TIS. Note: Short term total volumes assume the Meridian extension to Highway 24 to be open.	PAYMENT OF PRO RATA SHARE WITH EACH LOT DEVELOPMENT PLAN: The estimated "trigger" of 65 PM peak hour eastbound left turns above the estimated short term total volume (from Figure 16a of the TIS) approximately translates to an additional 957 directional ADT for residential trips (based on the ITE single family trip ratio). This estimated threshold may be reached with a combination of Falcon Marketplace trips and background trips. Falcon Marketplace daily trip to afternoon peak hour trip ratio is about 23:1 but would need to be adjusted for passby trips.	Falcon Marketplace will pay its pro-rata share by (based on total traffic volumes) of the cost of the improvements. The payment amount will be determined on an individual-lot basis in the form of an escrow amount payable at the time of site development plan for each individual lot.
13	Meridian northbound dual left-turn lanes: Lengthening of northbound left-turn lanes and potential further future lengthening to provide a 200-foot lane transition taper, 235 feet of deceleration distance plus sufficient vehicle stacking distance. CURRENT lane configuration: 315 feet of dual left-turn lane length, 145 feet of single left-turn lane length and a 150-foot lane transition taper from the through lane to the single left-turn lane. This provides a 150-foot taper, 235 feet of deceleration distance, and 225 feet of dual left stacking. SHORT TERM: The 315-foot dual left-turn lanes would accommodate the projected short-term queues. The deceleration distance (235 feet) plus a 200-foot taper will need to be provided south of the end of the existing 315-foot dual left stacking lanes. For the deceleration distance, 235 feet of at least single-lane width for deceleration length would flare to the north to connect to the existing dual lane width to the north. South of the deceleration portion of the lane, a standard 200-foot taper will need to be added in the median. These modifications will involve median reconstruction and restriping south of the existing dual left-turn lanes. This would result in a 200-foot taper, 235-foot deceleration distance, and 315 feet of dual left-turn stacking.	With the development of Falcon Marketplace, extend the northbound left-turn lane as described in the column to the left and as shown in Figure 25.	PHASE 1	PLANNED TO BE COMPLETED WITH PHASE 1	Short Term - Falcon Marketplace
14	Meridian northbound dual left-turn lanes. LONG TERM: Potentially, additional growth in the Falcon Area and east along Falcon Highway will add left-turning traffic demand. Long-term analysis indicates the potential future need for 400 feet of stacking distance plus the 235 feet of deceleration distance and the 200-foot taper.	Future (if necessary -- Add additional lane length beyond #13 to provide additional stacking //when needed (as shown in Figure 26).			By other future developments impacting this turn lane. Potential for fee program credit for improvements completed as this is a regional intersection.
Golden Sage Intersections					
15	Directional wayfinding sign(s) on eastbound Woodmen Road upstream of Golden Sage - notifying/reminding eastbound motorists of the option to enter Falcon Marketplace via the Woodmen Frontage Road.	Design and installation with the development of Falcon Marketplace.	PHASE 1	PLANNED TO BE COMPLETED WITH PHASE 1	Falcon Marketplace
16	Lengthening of the current eastbound single left-turn deceleration lane on Woodmen approaching Golden Sage Road to provide a 240-foot transition taper (20:1 taper ratio), 290 feet of deceleration distance plus sufficient vehicle stacking distance. CURRENT: 175-foot taper plus a 405-foot left-turn lane which translates to a 175-foot taper, 290-foot deceleration distance, and 175 feet of stacking distance. SHORT TERM: Adequate stacking is available in the current turn lane - calculated queue length 141 feet. LONG TERM: Lengthen single left-turn lane and/or future implementation of dual left-turn lanes (if capacity needs dictate) to maintain 290 feet of deceleration length, a 240-foot lane taper (20:1 taper ratio) plus provide sufficient vehicle stacking length - model indicates 471 feet of dual left stacking distance based on morning peak-hour projected volumes. If a dual left is implemented in the future, consideration will need to be given to the configuration on Golden Sage and at the Golden Sage/Woodmen Frontage Road intersection to receive the dual left-turn movement.	Short Term: The existing lane is adequate based on the short-term analysis. Long Term: Future with additional development served by the north frontage road - extension of existing single left-turn lane and potentially widening in the median to provide dual left-turn lanes to provide additional vehicle stacking distance as described in the column to the left.	PAYMENT WITH DEVELOPMENT PLAN FOR EACH INDIVIDUAL LOT; WITH REGARDS TO THE TIMING OF THE IMPROVEMENT: AS NEEDED TO MAINTAIN ADEQUATE LEVEL OF SERVICE AND VEHICLE STACKING DISTANCE. " This is estimated to be when the eastbound left turn turning volume reaches approximately 200 vehicles per hour during the PM peak. This translates to about 40 vehicles per hour over the estimated short term total volume from Figure 16a of the TIS. Note: Short term total volumes assume the Meridian extension to Highway 24 to be open.	PAYMENT OF PRO RATA SHARE WITH EACH LOT DEVELOPMENT PLAN; The estimated "trigger" of 40 PM peak hour eastbound left turns above the estimated short term total volume (from Figure 16a of the TIS) approximately translates to an additional 589 directional ADT for residential trips making this turning movement (based on the ITE single family trip ratio). This estimated threshold may be reached with a combination of Falcon Marketplace trips and background trips. Falcon Marketplace daily trip to afternoon peak hour trip ratio is about 23:1 but would need to be adjusted for passby trips.	Falcon Marketplace will pay its pro-rata share by (based on total traffic volumes) of the cost of the improvements. The payment amount will be determined on an individual-lot basis in the form of an escrow amount payable at the time of site development plan for each individual lot.
17	Southbound exclusive right-turn lane on Golden Sage Road approaching Woodmen Road (a continuous right-turn lane within the 150 feet between the Woodmen Frontage Road and Woodmen Road).	//when needed to maintain acceptable level of service/traffic operations and/or to control vehicle queues.	PAYMENT WITH DEVELOPMENT PLAN FOR EACH INDIVIDUAL LOT; WITH REGARDS TO THE TIMING OF THE IMPROVEMENT: AS NEEDED TO MAINTAIN ADEQUATE LEVEL OF SERVICE AND VEHICLE STACKING DISTANCE. " A preliminary trigger could be a southbound right turn volume of about 150-175 vehicles per hour. This translates to about 5 to 30 vehicles per hour over the projected short term volume from Figure 16a of the TIS. This may be conservative due to the westbound right turn acceleration lane on Woodmen Road. Additional study may indicate a higher threshold based on empirical data collection and analysis.	PAYMENT OF PRO RATA SHARE WITH EACH LOT DEVELOPMENT PLAN; The estimated "trigger" of 5-30 AM peak hour southbound right turns above the estimated short term total volume (from Figure 16a of the TIS) approximately translates to an additional 85-510 directional ADT for residential trips making this turning movement (based on the ITE single family trip ratio). This estimated threshold may be reached with a combination of Falcon Marketplace trips and background trips. Falcon Marketplace daily trip to afternoon peak hour trip ratio is about 45:1 but would need to be adjusted for passby trips.	Falcon Marketplace will pay its pro-rata share by (based on total traffic volumes) of the cost of the improvements. The payment amount will be determined on an individual-lot basis in the form of an escrow amount payable at the time of site development plan for each individual lot.
18	Signalization of Golden Sage Road/Woodmen Frontage Road or reconstruction as a modern roundabout; Future additional laneage may be necessary at this intersection to accommodate vehicle queues and for traffic operations.	Please refer to the attached sheet.	Please refer to the attached sheet.	PAYMENT OF PRO RATA SIGNAL ESCROW WITH EACH LOT DEVELOPMENT PLAN;	Falcon Marketplace will pay its pro-rata share by (based on total traffic volumes) of the cost of the improvements. The payment amount will be determined on an individual-lot basis in the form of an escrow amount payable at the time of site development plan for each individual lot.

Source: LSC Transportation Consultants, Inc. REV. (7-19-19)

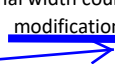
**\*See note in Exhibit 2 regarding #16a.**

# Exhibit 2

**Table \_\_\_**  
**Calculation of Falcon Marketplace Overall Fair Share Percentage of Shared Offsite Improvements**

Table 7b*			Falcon Marketplace Long Term Site Traffic AM/PM from TIS Figure 14	Long Term Total Traffic AM/PM From TIS Figure 18a	Applicable Percentage based on..	Applicable Percentage for Falcon Marketplace
ITEM NO.	Improvement	Table 7b* description				
<b>12</b>	<b>Eastbound Left Turn at Woodmen/Meridian</b>	<p>Lengthening of <b>Woodmen eastbound dual left-turn lanes</b>. Lengthening of eastbound left-turn lanes and potential further future lengthening to provide a 240-foot lane transition taper, 290 feet of deceleration distance plus sufficient vehicle stacking distance. <b>CURRENT</b> lane length: 500 feet of dual left-turn lane and 425-foot taper. Of this taper, 215 feet is full-width "decel" distance. Remaining 20 feet of the required 235-foot decel distance occurs in the first 20 feet of the 500-foot dual left-turn lanes. The remainder of the dual left-turn lanes is stacking distance - 480 feet. <b>SHORT TERM:</b> Based on the short-term analysis, the existing lane provides sufficient stacking distance. <b>LONG TERM:</b> This lane will likely need to be extended to provide a total of 840 feet of dual left storage distance plus 235 feet of deceleration length plus a 200-foot taper.</p>	17	472	NOT USED	N/A
			20	785	PM Peak EB LT Volume	<b>2.5%</b>
<b>16</b>	<p><b>Lengthening of the Eastbound Left Turn at Golden Sage/Woodmen future widening for dual left turn lanes</b></p> <p>(Note: The improvement may be phased to only lengthen the single left turn initially or potentially the median work could be done at one time to allow for the future dual left once it is needed (the additional width could be "striped out" until dual turn lanes are needed; <u>signal modifications to add appropriate signal heads.</u>)</p>	<p>Lengthening of the current eastbound single left-turn deceleration lane on Woodmen approaching Golden Sage Road to provide a 240-foot transition taper (20:1 taper ratio), 290 feet of deceleration distance plus sufficient vehicle stacking distance. <b>CURRENT:</b> 175-foot taper plus a 465-foot left-turn lane which translates to a 175-foot taper, 290-foot deceleration distance, and 175 feet of stacking distance. <b>SHORT TERM:</b> Adequate stacking is available in the current turn lane - calculated queue length 141 feet. <b>LONG TERM:</b> Lengthen single left-turn lane and/or future implementation of dual left-turn lanes (if capacity needs dictate) to maintain 290 feet of deceleration length, a 240-foot lane taper (20:1 taper ratio) plus provide sufficient vehicle stacking length - model indicates 471 feet of dual left stacking distance based on morning peak-hour projected volumes. <b>If a dual left is implemented in the future, consideration will need to be given to the configuration on Golden Sage and at the Golden Sage/Woodmen Frontage Road intersection to receive the dual left-turn movement.</b></p>	36	418	Average of AM and PM Volumes	<b>13.1%</b>
			70	394		
<b>17</b>	<b>Southbound Right Turn Lane at Golden Sage/Woodmen</b>	<p>Southbound exclusive right-turn lane on Golden Sage Road approaching Woodmen Road (a continuous right-turn lane within the 150 feet between the Woodmen Frontage Road and Woodmen Road).</p>	55	354	AM Peak SB RT Volume	<b>15.5%</b>
			38	446	NOT USED	N/A
<b>18</b>	<b>Signalization of Golden Sage/Woodmen North Frontage Road</b>	<p>Signalization of Golden Sage Road/Woodmen Frontage Road or reconstruction as a modern roundabout; Future additional laneage may be necessary at this intersection to accommodate vehicle queues and for traffic operations.</p>	101	1214	AM and PM Total Volumes Entering the intersection	<b>8.5%</b>
			124	1432		

16a - see added note below



\* Table 7b - Improvements Table (included in the TIS - Note: Table 7b has been updated since the date of the final TIS. The most recent update to Table 7b: 9-13-19)

Note (6-10-2020) Item 16a: (if separate line item is applicable): Addition of protected/permissive left turn phasing at Woodmen/Golden Sage; King Soopers estimated percentage - same as calculated for Improvement #16 from above: 7.56% of Falcon Marketplace percentage (if applicable); Timing - as required for traffic operations & safety considering increases in EB left turn volume and opposing westbound through/right turn volumes.

# Exhibit 3

Table Pro-Rata Share for Shared Improvements by Lot Plus Calculation of Amount per Daily Trip Falcon Marketplace																												
Lot	Land Use Code	Land Use Description	Trip Generation Units	Total External Trips Generated					Calculated Fair Share of Woodmen Road Eastbound Left Turn Lane Improvement at Meridian/Woodmen: Fair Share at 2.5 percent <sup>(8)</sup>			Calculated Fair Share of Woodmen Road Eastbound Left Turn Lane Improvement at Woodmen/Golden Sage: Fair Share at 13.1 percent <sup>(8)</sup>			Calculated Fair Share of Golden Sage Southbound Right Turn Lane Improvement at Woodmen/Golden Sage: Fair Share at 15.5 percent <sup>(8)</sup>			Calculated Fair Share of Golden Sage/Woodmen Frontage Traffic Signal: Fair Share at 15.5 percent <sup>(8)</sup>										
				Average Weekday Trips	Morning Peak Hour In	Afternoon Peak Hour Out	In	Out	Amount by Lot	Lot Dollar/Trip Rate	Amount by Lot	Lot Dollar/Trip Rate	Amount by Lot	Lot Dollar/Trip Rate	Amount by Lot	Lot Dollar/Trip Rate												
<b>Trip Generation Estimate Based on the Currently Proposed Plan</b>																												
1	866	Pet Supply Superstore <sup>(3)</sup>	15 KSF <sup>(4)</sup>	519	9	4	24	25	0.08%	\$255	\$0.49	0.35%	\$706	\$1.36	0.17%	\$169	\$0.33	0.23%	\$802	\$1.55								
2	850	Supermarket	123 KSF	9,054	270	160	419	412	1.46%	\$4,525	\$0.50	7.56%	\$15,120	\$1.67	7.04%	\$7,038	\$0.78	4.77%	\$16,691	\$1.84								
3	944	Gasoline/Service Station	18 VFP <sup>(5)</sup>	2,822	90	85	111	115	0.39%	\$1,202	\$0.43	2.21%	\$4,427	\$1.57	3.76%	\$3,757	\$1.33	1.52%	\$5,324	\$1.89								
4	934	Fast-Food Restaurant with Drive-Through Window	2.5 KSF	797	32	41	30	22	0.11%	\$329	\$0.41	0.69%	\$1,377	\$1.73	1.81%	\$1,814	\$2.28	0.48%	\$1,670	\$2.09								
5	820	Shopping Center	5 KSF	227	3	2	10	11	0.04%	\$110	\$0.49	0.15%	\$294	\$1.29	0.07%	\$68	\$0.30	0.10%	\$345	\$1.52								
6	848	Tire Store	6.00 KSF	156	10	6	9	13	0.03%	\$100	\$0.64	0.22%	\$433	\$2.77	0.26%	\$259	\$1.66	0.14%	\$506	\$3.24								
7	934	Fast-Food Restaurant with Drive-Through Window <sup>(6)</sup>	3.5 KSF	1,116	0	1	42	32	0.15%	\$459	\$0.41	0.47%	\$943	\$0.84	0.06%	\$60	\$0.05	0.29%	\$1,008	\$0.90								
8	934	Fast-Food Restaurant with Drive-Through Window <sup>(7)</sup>	2.5 KSF	797	1	1	30	22	0.11%	\$329	\$0.41	0.35%	\$692	\$0.87	0.04%	\$43	\$0.05	0.21%	\$724	\$0.91								
9	630	Clinic	7.8 KSF	247	18	1	3	14	0.01%	\$37	\$0.15	0.24%	\$480	\$1.95	0.06%	\$59	\$0.24	0.14%	\$495	\$2.01								
10	820	Shopping Center	8 KSF	364	7	3	16	18	0.06%	\$172	\$0.47	0.25%	\$496	\$1.36	0.14%	\$136	\$0.37	0.17%	\$584	\$1.60								
11	937	Coffee/Donut Shop With Drive-Through Window	1.3 KSF	722	37	48	19	17	0.07%	\$207	\$0.29	0.62%	\$1,234	\$1.71	2.10%	\$2,098	\$2.90	0.46%	\$1,603	\$2.22								
				<b>16,822</b>	<b>478</b>	<b>352</b>	<b>715</b>	<b>702</b>	<b>2.5%</b>	<b>\$7,727</b>		<b>13.1%</b>	<b>\$26,200</b>		<b>15.5%</b>	<b>\$15,500</b>		<b>8.5%</b>	<b>\$29,750</b>									
									2.49%	\$7,711		13.08%	\$26,167		15.50%	\$15,498		8.49%	\$29,716									
<b>Total Falcon Marketplace Fair Share Percentage</b>								<b>2.5%</b>	<b>13.1%</b>								<b>15.5%</b>				<b>8.5%</b>							
<b>Total Falcon Marketplace Development Amount</b>									<b>\$7,727</b>								<b>\$26,200</b>				<b>\$15,500</b>				<b>\$29,750</b>			
<b>Total Estimated Amount to Complete the Improvement</b>									<b>\$309,099</b>								<b>\$200,000</b>				<b>\$100,000</b>				<b>\$350,000</b>			
Plus Item 16a - Protected/Permissive Left Turn Phasing at Woodmen/Golden Sage																												

Notes

(1) Source: "Trip Generation, 10th Edition, 2017" by the Institute of Transportation Engineers (ITE)

(2) Source: "Trip Generation Handbook - An ITE Proposed Recommended Practice" 3rd Edition, 2014

(3) Daily and morning peak-hour trip generation rates for Pet Supply Superstore are estimates by LSC

(4) KSF = 1,000 square feet of floor space

(5) VFP = vehicle fueling position

(6) The AM peak-hour trip generation rates have been reduced by LSC as the proposed fast-food restaurant does not serve breakfast

(7) See attached NCHRP 684 Internal Trip Capture Estimate Tool Sheets

(8) 2.5 percent calculation based on PM Peak Hour traffic volumes shown for the Meridian/Woodmen intersection in the October 23, 2017 TIS: Sum of eastbound left turn and U turn Volumes from Figure 14 divided by the sum of eastbound left turn and U turn Volumes from Figure 18a (x100).

To account for reduction in square footage of actual Lot 8 site, a factor of 0.952 has been applied to calculate updated Lot 8 contributions.

Item 16a Note:  
Project estimated percentage = 0.33%  
Amount = \$33,750 \* 0.33% = \$111

# Exhibit 4

## “Triggers” for Signalization at Golden Sage/Woodmen N Frontage Road

### (Attachment to Table 7b – Improvements)

**Trigger No. 1:** If Signal Warrants are **not** met but there are level of service and/or problematic queues and/or there are safety issues at the intersection or between the intersections (associated with the short intersection spacing) Evaluate:

- Test No. 1 – Queuing Issues
- Test No. 2 – Right Turn Operations
- Test No. 3 – Left Turn Operations
- Test No. 4 – Alternatives to a signal

**Trigger No. 2:** If signal warrant(s) **are met** at the intersection – either due to four/eight- hour signal warrants, crash experience warrant, or other applicable warrant(s):

- If warrants are met and LOS and/or queues **are** problematic and/or there are safety issues, go to
  - Test No. 1 – Queuing Issues
  - Test No. 2 – Right Turn Operations
  - Test No. 3 – Left Turn Operations
  - Test No. 4 – Alternatives to a signal
- If warrants are met and LOS and/or queues are **not** problematic or there are not significant safety issues, the installation could potentially be delayed.

Test #1: Queueing Operations:

- Once southbound queues extending back from Woodmen/Golden Sage intersection regularly back up to or through the N. Frontage Road intersection
- And:
  - Queues regularly block the northbound left movement at this intersection and cause queues in the northbound lane.
  - Queues regularly block/impede westbound traffic at this intersection from being able to turn left onto southbound Golden Sage and this regularly results in a long westbound queue which
    - Creates operational/safety issues at intersections to the east or
    - Results in westbound waiting through multiple Woodmen/Golden Sage signal cycles.
  - Queues regularly block/impede the passage of east/west through travel on the Frontage Road.



Test #2: Are the queuing issues identified in Test #1 primarily due **southbound right Turns** at Woodmen/Golden Sage?

- Has the separate SB right turn lane has been added?
- If so, have other causes of the southbound right turn queues lane been evaluated and all possible solutions to improve the SB RT operations been exhausted?

Test #3: Are the queuing issues identified in Test #1 primarily due **southbound left turns** at Woodmen/Golden Sage?

- Has the potential for a 2<sup>nd</sup> southbound left turn lane been evaluated?
- If a second southbound left turn lane has been added, have other causes of the southbound left turn queues lane been evaluated and all possible solutions to improve the SB LT operations been exhausted?

Test #4: Have **other alternatives** to a traffic signal at Woodmen N Frontage Road/Golden Sage been evaluated and options exhausted?



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**Exhibit 5**

Falcon Marketplace  
Traffic Impact Analysis  
SP-17-001/CDR-16-007

(LSC #164350)  
October 23, 2017  
(September 5, 2018 Revision)

**Traffic Engineer's Statement**

This traffic report and supporting information were prepared under my responsible charge and they comport with the standard of care. So far as is consistent with the standard of care, said report was prepared in general conformance with the criteria established by the County for traffic reports.



**Developer's Statement**

I, the Developer, have read and will comply with all commitments made on my behalf within this report.

A handwritten signature in blue ink, written over a horizontal line.

9/5/18  
Date

**Table 2  
Trip Generation Estimate  
Falcon Marketplace**

Lot	Land Use Code	Land Use Description	Trip Generation Units	Trip Generation Rates <sup>(1)</sup>				Total Trips Generated				Internal Trips <sup>(7)</sup>				Total External Trips Generated				Pass-By Trips <sup>(2)</sup>	New External Trips Generated Average New Weekday Traffic				
				Average Weekday Traffic	Morning Peak Hour In	Morning Peak Hour Out	Afternoon Peak Hour In	Afternoon Peak Hour Out	Average Weekday Traffic	Morning Peak Hour In	Morning Peak Hour Out	Afternoon Peak Hour In	Afternoon Peak Hour Out	Average Weekday Traffic	Morning Peak Hour In	Morning Peak Hour Out	Afternoon Peak Hour In	Afternoon Peak Hour Out							
<b>Trip Generation Estimate Based on the Currently Proposed Plan</b>																									
1	866	Pet Supply Superstore <sup>(3)</sup>	15 KSF <sup>(4)</sup>	38.24	0.53	0.33	1.69	1.69	574	8	5	25	25	54	1	2	3	2	520	7	3	22	23	10%	468
2	850	Supermarket	123 KSF	78.26	2.11	1.29	3.76	3.62	9,626	259	159	463	445	909	17	26	48	37	8,717	242	133	415	408	36%	5,579
3	944	Gasoline/Service Station	18 VFP <sup>(5)</sup>	168.56	6.20	5.96	6.94	6.94	3,034	112	107	125	125	286	5	8	15	12	2,748	107	99	110	113	56%	1,209
4	934	Fast-Food Restaurant with Drive-Through Window <sup>(6)</sup>	2.5 KSF	496.12	0.42	0.39	16.98	15.67	1,240	1	1	42	39	380	0	0	12	17	860	1	1	30	22	50%	430
5	820	Shopping Center	5 KSF	55.14	0.77	0.47	2.36	2.51	276	4	2	12	13	26	1	0	1	1	250	3	2	11	12	34%	165
6	848	Tire Store	7.72 KSF	24.87	1.82	1.07	1.78	2.37	192	14	8	14	18	18	0	1	1	1	174	14	7	13	17	28%	125
7	934	Fast-Food Restaurant with Drive-Through Window	3.5 KSF	496.12	23.16	22.26	16.98	15.67	1,736	81	78	59	55	532	26	12	17	24	1,204	55	66	42	31	50%	602
8	934	Fast-Food Restaurant with Drive-Through Window <sup>(6)</sup>	2.5 KSF	496.12	0.42	0.39	16.98	15.67	1,240	1	1	42	39	380	0	0	12	17	860	1	1	30	22	50%	430
9	610	Clinic	7.8 KSF	31.45	2.19	2.19	2.12	3.06	245	17	17	17	24	40	3	16	10	5	205	14	1	7	19	0%	205
10	820	Shopping Center	8 KSF	55.14	0.77	0.47	2.36	2.51	441	6	4	19	20	42	1	1	2	2	399	5	3	17	18	34%	263
11	937	Coffee/Donut Shop With Drive-Through Window	1.3 KSF	818.58	51.30	49.28	21.40	21.40	1,064	67	64	28	28	326	21	10	9	12	738	46	54	19	16	89%	81
									<b>19,669</b>	<b>570</b>	<b>446</b>	<b>846</b>	<b>831</b>	<b>2,993</b>	<b>75</b>	<b>76</b>	<b>130</b>	<b>130</b>	<b>16,676</b>	<b>495</b>	<b>370</b>	<b>716</b>	<b>701</b>		<b>9,558</b>

Notes:

- (1) Source: "Trip Generation, 9th Edition, 2012" by the Institute of Transportation Engineers (ITE)
- (2) Source: "Trip Generation Handbook - An ITE Proposed Recommended Practice" 3rd Edition, 2014
- (3) Daily and morning peak-hour trip generation rates for Pet Supply Superstore are estimates by LSC
- (4) KSF = 1,000 square feet of floor space
- (5) VFP = vehicle fueling position
- (6) The AM peak-hour trip generation rates have been reduced by LSC as the proposed fast-food restaurant does not serve breakfast
- (6) See attached NCHRP 684 Internal Trip Capture Estimate Tool Sheets

Source: LSC Transportation Consultants, Inc.